





### Advertisements.

**ZETLAND LODGE.**  
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FRIGATE'S HALL, Zetland Street, THIS EVENING, the 1st August, at 8.30 for a 9 o'clock meeting. Visiting Brethren are cordially invited to attend.  
Honorary Secy. 1st August, 1896. [1172]

### WIRTH'S CIRCUS.

Sole Owner, MRS. HARRY WIRTH.  
Manager, J. CAMERON.

FINE WEATHER AGAIN.  
GRAND RE-OPENING.  
TO-NIGHT TO-NIGHT.

AT 9 P.M.  
AT SAME LOCATION, EAST POINT.  
LAST PERFORMANCE AT PRESENT LOCATION.

AN ENTIRE NEW PROGRAMME  
20 NEW NUMBERS.

Damage done by Typhoon thoroughly repaired and tent in fine order.

MONDAY EVENING  
GRAND OPENING AT NEW SITE  
WEST POINT.

Sets Previously Booked good for any evening.

PRICES AS USUAL.

WILL T. DORRANCE,  
Advertising Agent.  
Hongkong, 1st August, 1896. [1182]

CUSTOMS NOTIFICATION.  
No. 70.

NOTICE is hereby given that WEDNESDAY, the 6th instant, (7th Moon, 26th Day) being the BIRTHDAY of HIS MAJESTY the EMPEROR of CHINA, will be observed as a HOLIDAY at the Kowloon Customs Office, Opium Examination Office, and Stations.  
All Examination of Cargo and Clearances of Junks will be suspended on that date.

H. M. HILLIER,  
Commissioner of Customs for Kowloon and District.

Custom House,  
Kowloon, 1st August, 1896. [1211]

THE IMPERIAL CHINESE TELEGRAPH  
ADMINISTRATION.

NOTICE.

ON the continued deterioration of silver, and to the fact that the ADMINISTRATION'S SUPPLY of silver for the TELEGRAPH ADMINISTRATION, for the further transmission of telegrams, is becoming exhausted, the Chinese Administration has decided to collect at all the ADMINISTRATION'S STATIONS in CHINA at the following rate per word on and after this day, the 1st of August:

To EUROPE (RUSSIA excepted) \$2.75  
CALIFORNIA \$3.51  
HAWAII \$3.37  
NEW YORK \$3.25

RATES for telegrams can be ascertained on application at the ADMINISTRATION'S OFFICES.

From the same date the following rates for LOCAL TELEGRAMS will come into force at Hongkong:

To SHANGHAI \$0.40 per word  
To CHONGKING \$0.20 do  
To AMOY \$0.20 do

By Order of Director General  
WAN HAO,  
Manager. [1212]

FOR KOBE (DIRECT) AND NAGASAKI,  
(If sufficient inducement offered)

THE Steamship

"NANSHAN,"  
Captain Jenkins, will be despatched for the above Ports on FRIDAY, the 7th instant.

For Freight or Passage, apply to  
BRADLEY & Co.,  
Agents.  
Hongkong, 1st August, 1896. [1210]

TO LET.

HOUSE No. 7, "DES VUE VILLAS,"  
FRANK, containing SIX BED-ROOMS  
AND SIX BATH-ROOMS.  
ROOMS in "BRACONFIELD ARCADE."  
GODOWNS in DUNDRELL STREET.  
Apply to  
BELLIOS & Co.,  
Hongkong, 1st August, 1896. [1213]

Intimation.

DAKIN, CRICKSHANK &  
COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [1427]

### Intimation.

A. S. WATSON & CO.,  
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Pikes and Emplies when received in good order.

Counterfeit Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."

And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896.

THE HONGKONG TELEGRAPH

HONGKONG, SATURDAY, AUGUST 1, 1896.

NOTES AND COMMENTS.

In another column we publish the very interesting correspondence that was read at a recent meeting of the Committee of the local Chamber of Commerce.

The letters refer to the grossly offensive, quite superfluous, and utterly useless quarantine regulations enforced at Manila against vessels arriving at the capital of the Philippines from Hongkong.

The Chamber draws attention to the marked decrease in the number of cases and, looking to the fact that the incubation period of the plague is only nine days, very reasonably asserts that the proposal to lengthen the quarantine to fifteen and twenty days is surely unnecessary, and it concludes its representations to the Government of Hongkong with the assertion that the continued enforcement of such extended quarantine against this port by the Philippines authorities is most detrimental to trade.

The Colonial Secretary, in acknowledging receipt of the Chamber's letter, states that a copy of their letter has been sent to the Consul for Spain, who has been requested to represent to the Government of Manila the recent marked abatement of the plague in Hongkong, with a view to the modification or withdrawal of the present stringent regulations. If the Chamber of Commerce was—and we know full well that there can be no doubt on the point—justified in calling attention a month ago to the diminution in the number of cases of plague here, and base arguments on that fact, it would be ten times more in the right now were it to renew its representations and on very similar grounds, and it is therefore to be devoutly hoped that not only has the Consul for Spain made strong representations to the Manila authorities on the subject, but that he will now follow up that action with telegrams confirming his opinion, reporting the practical extinction of the plague here, and urge them to immediately rescind the regulations or, at least, very greatly modify them.

This lengthy quarantine at Manila is a mischievous farce. The lazaretto, where the ships are moored, consists of a wretched specimen of architecture which has, we learn, been condemned by Spanish experts as wholly unsuitable for a hospital, and the accommodation for European patients is inadequate in the extreme. It is true that the vessels are prevented from entering the port, but seeing that the incubation period for plague is ten days at the outside, no useful purpose can be served by refusing to count the time occupied on the voyage to Manila, and cause vessels and the whole of their passengers and crews to remain at the quarantine station for fifteen or twenty days. The enforcement of such regulations must be surely either the outcome of some grave misapprehension or else it is due to gross and well-nigh unparadigmatic ignorance. Trade is being seriously affected by the regulations, in Manila as well as in Hongkong, and it is reasonable to hope,

therefore, that as soon as the truth about the plague is made known to the powers that be in Manila they will not fail to view the situation in the proper light and at once put an end to a state of affairs which is as offensive and exasperating on the one hand as it is ludicrous, useless, and preposterous on the other. If courteous representations to the Manila authorities are of no avail, perhaps some good might result from a protest lodged with the Government at Madrid through the proper channel.

It is satisfactory to learn from the copy of the minutes courteously supplied to us that at the meeting of the Committee of the Chamber of Commerce on the 25th ultimo it was decided, on the suggestion of the Chairman, to again address the Foreign Office and the British Minister at Peking asking what progress has been made with the negotiations on the subject of the opening of the West River. The action of the Committee is as justifiable as it is praiseworthy and wise, for the time has long since passed when this question, which is of vital importance to the heavily-taxed ratepayers of this colony, should have been satisfactorily settled once and for ever, and we can only hope, therefore, that the despatches which will shortly go forward will not be forwarded in vain, and that after a few months' interval we shall again be told "the question is receiving the consideration of Her Majesty's Government." Her Majesty's Government have been dallying with this question for a very long time past and should now, at all events, be in a position to express a very decided opinion in language and in a manner that is likely to be understood by the evasive, anti-progressive Peking officials whose proud boast it is that they are "near the throne." We think, however, that the great labour connected with "making representations" to the Foreign Office and to the British Minister at Peking should not devolve entirely upon the local Chamber. It is a matter that comes well within the province of the China Association, which ought to lose no opportunity of pressing this long-talked-of question on the attention of Lord Salisbury. It appears that Russia and France can obtain all kinds of concessions from China, and that Great Britain—who has no axes to grind in the near future at the expense of China—can, with impunity, or even the risk of unpleasant reprisals, be left out in the cold. It should be remembered, though, that the West River is only one of several important questions that should be settled soon, and that therefore the sooner it is disposed of the better will it be for all concerned.

Mr. Erich Georg's *Weekly Share List* circulated at noon to-day is exceptionally interesting and we therefore hasten to publish it, almost in extenso, in this issue.

We read in a *Frisco* paper that David Belasco has been awarded \$16,000 in his suit against Mr. N. F. Fairbank, the Chicago millionaire, who engaged him to make a "star actress" out of Mrs. Leslie Carter.

Mr. Erich Georg reports to-day that the Hongkong and Shanghai Bank has seen its way to increasing facilities for advances on shares and he thinks this accommodation will soon be felt in the local share market.

MONDAY, the 3rd August, being a Bank Holiday the Post Office will be closed, except from 8 to 9 a.m. The Money Order Office will be entirely closed. Correspondence for the Peak and Kowloon can be posted up to 9 a.m. on Monday. The Night Box will be kept open as usual.

THE mortal remains of Captain Norman Jay, of the *Wuchow*, who lost his life in the recent typhoon under very distressing circumstances, which were duly reported in our issue of Thursday last, were interred in the Protestant Cemetery, Happy Valley, at 6 o'clock this evening. The large number of friends of the deceased who followed his remains was evidence of the esteem in which he was held and of his well-merited popularity.

MONDAY next, the 5th instant, being a Bank Holiday, there will be no regular issue of *The Hongkong Telegraph*, but an "Extra" will be issued about 2 p.m. containing latest shipping and telegraphic intelligence. This is exactly what was done at this time last year. Of course, should anything happen calling for immediate attention we shall not fail to obtain and supply to our readers as soon as possible all the latest information procurable and issue it as a special supplement.

MISSISS SCHOELL & Co., sole agents for China of Carbolignum Avenarius, inform us that they have received the following valuable reference from the flourishing Hongkong and Whampoa Dock Company:—"Replying to your letter of 28th inst. I have pleasure in informing you that we have for several years used your *Carbolignum Avenarius* as a preservative of timber against attacks of white ants, and for that purpose have found same highly satisfactory."

WIRTH'S Circus will present an entirely new programme to the public this evening at the old pitch, at East Point. All the damage done by the typhoon has been repaired and every comfort has been provided for the public. This is announced as the last performance on these grounds, as the Circus will remove on Monday to the vacant piece of ground in front of Jardine's steamer wharf at West Point. Seats booked for previous performances which had to be put off will be available for to-night's show.

ON Monday, if we mistake not, the Governor and the members of the Court of Directors of the Bank of England will duly celebrate the two hundredth anniversary of the establishment and opening of their greatest of great financial institutions. We are not certain about the day on which the celebration will be held, but it is well known that the Bank of England was established and opened its doors in the great British metropolis in August, 1696, and it is reasonable to assume that the event will be celebrated in a suitable manner.

MESSEURS L. LEROY and H. PAPILLON, two French journalists who are travelling round the world on the profits they make out of their published reports of what they see and hear, called on us to-day. They have just arrived from Tonkin, proceeded to Canton to-morrow, and go on to Shanghai on Tuesday. They are doing so well that they can travel first-class, put up at the best hotels, and enjoy life thoroughly. We wish them every success in their interesting venture and cordially wish them *bon voyage*.

THIS morning at the Magistracy the chief officer of the steamer *Wuhu* was charged by the boat-wala with assault. It appeared that on the 29th ult., while the ship was being tossed about by the sea, the boat-wala attempted to argue whose business it was to stand by the anchor, refusing to do so himself. He was promptly knocked down, and the summons this morning was the result. After reading the recalcitrant boat-wala a lesson on discipline on board ship, Captain Hastings bound the mate over in the sum of five cents Mexican to be of good behaviour for one calendar day.

By yesterday's American mail we received a copy of the "Birthday number" of the *San Francisco Commercial News*, published on July 1st. This publication is far and away the finest specimen of the printer's art that has reached this office. The paper, while thin and flexible, is most beautifully finished and glossed, and the impressions are wonderfully clear. The typography is of the finest, well arranged, this also applying to the advertising columns. The illustrations, process engravings, from photographs, are most artistic, and of a higher class than is usual in the most high priced of the modern art journals. As we are informed, it is published to celebrate the twenty-first anniversary of the publication of the only purely commercial daily published in America with the single exception of the *New York Journal of Commerce*, and the history of the undertaking, from the time it was written, set up, and printed by the same men until the present day, is given briefly. In addition it contains a *review* of the larger commercial features of San Francisco, the state and the western states, each article being exquisitely illustrated, and it is completed by a *review* of the commercial news of the first half of the present year. As an illustration of the heights to which the printer's art has reached in *Frisco*, it comes as a surprise, and the *Commercial News Company* is to be heartily congratulated upon turning out a number to equal which will hardly tax the resources of the best equipped printing office of the world.

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## NORTH BORNEO NOTES.

(From our own Correspondent.)

SANDAKAN, July 19th.

We're on the "boom" here at last. Latest advices from London contain the welcome news that Lamsang (a name well known and much beloved in Hongkong) has cleared out all his 1895 crop of tobacco at very high prices and pocketed a huge profit that runs into thousands of pounds. Up to date 1895 has been a very good year for tobacco planting and everybody looks forward with confidence to a bright future, fat dividends, and rattling good times generally. Amsterdam was utterly "gone" on green leaf last year, so Sumatra made nothing else last season. This season, however, Amsterdam, or rather the United States' buyers in Amsterdam, changed their minds and would not look at green sorts, so British North Borneo, which had turned out the usual or rather superior quality leaf, was in favour and scored heavily over its rivals. Huge profits have been made, the planters here are jubilant, the extension of plantations is going on apace, and the cheereaping, penny-wise-and-pound-foolish policy of the past is likely to be known only as a relic of the disastrous and very evil past. I do not mean by this that there is any extravagance. That is not so. The bitter lessons of the past are not likely to be forgotten by those in charge of companies' affairs here, and as the managers and their assistants get a commission on profits, they are likely to be more than content with a moderate increase in other branches of trade. They are not likely to lose one cent that can be saved. Most of the managers here are fellows who have been through the mill, are thoroughly up to their business, and have done all that lies in their power to make a name for Borneo "sorts" in the home market. They have succeeded and are to be heartily congratulated upon the success—the great success—which has attended their great and at times well-nigh hopeless efforts. With such men in the country and with the splendid sales on record, there is, granting the Government encourages local enterprises and industries of every description, a bright future before this country, and in that era of prosperity Hongkong is bound, owing to the relations and proximity of the two Colonies, to participate.

The telegraph wire has been laid inland from the East coast to the point of the proposed junction with the line being laid from the West coast, so we are now, in more senses than one, fairly within measurable distance of the time when this port (Sandakan) will be in telegraphic communication with the whole world.

The proposed Tambunan expedition, requiring more men than the Constabulary can spare in view of possible difficulties with the Labuan coal cooler, has been declared "halt" until the revenue returns increase sufficiently to allow of the construction of a good road from the West coast to the disturbed districts. It goes without saying that the construction of this road will benefit poor Sandakan just as much as if the money used in making it were applied to cutting a tunnel through the base of Pasi-yama or in boring petroleum wells in the wilds of Pennsylvania.

An extra \$50,000 per annum is to be raised out of the trade, etc., of Sandakan, and in the plenitude of its benevolence the Government is reported to be going to spend \$1,000 on the construction of a road from the town to the Race-course.

North Borneo equine representatives met the pick of Sarawak's blood-stock on neutral ground the other day, at Labuan, and got very much the worst of it, but the result was a draw. Mr. Debar, the Resident of Sarawak (Sarawak pulled off no less than three events. Now the Sandakan ponies have been sent down to try their luck at Sarawak, whither also our Governor has gone in the Petrel.

Hongkong is, I hear, being requisitioned for a special gang of coolies for prospecting operations in the district here, where gold was found in what is said to be payable quantities.

The Directors of the Chartered Company having given orders that the railway is to be completed as soon as possible, the contractors are pushing along all they know. One estimate of the cost of it to this colony fixes the annual levy on our resources at the enormous sum of \$750,000. If half this sum were expended in subsidies of various kinds to those engaged in local enterprises, there would be some work to do. But for a railway! When the blessed railway is *at all* complete! It won't be able to pay its way out of freight and passengers, for the very good reason that the passengers are few and the native produce far less than it ought to be.

## TYPHOON NOTES.

THE TYPHOON AT MACAO.

Our Macao correspondent reports as follows under date 31st July:—The typhoon that passed near this city the night before last was the severest and the most destructive since the great storm of 1872. The wind rose and became threatening in the afternoon. The typhoon warnings having been given, junks and boats at once made shelter behind the breakwaters. The wind began to blow from the N.E., every hour increasing its force till 11.30 p.m., when it changed to E., whence it continued to blow till about 2 a.m. Meanwhile the glass continued to fall steadily at least three points an hour. The wind was now blowing with hurricane force. The waves rose as high as the tops of the houses on the beach, striking mercilessly against the beach, smashing the breakwaters, tearing up the trees, uprooting and breaking many large and very heavy stones.

The greatest force of the typhoon was felt here when suddenly the wind changed to S.E. At this moment the barometer registered 28.0 and the wind was then blowing with hurricane force. Fortunately this did not last long, otherwise a sadder tale would have to be told. A few houses collapsed, one of them killing a Chinaman. A large fishing junk was wrecked beyond the fort near the gardens. Four or five of the crew perished. Other junks out fishing in the vicinity must have also met with the same fate. When the sea gives up its dead no doubt it will be found that many perished in the neighbouring villages on the border of the waters, as well as on the deep blue sea about Macao. The streets and most of the houses present a sad appearance. It is reckoned that it will take \$15,000 to make good the Praya. The total damage caused by the typhoon is certainly about \$100,000, if not more.

## MISCELLANEOUS ITEMS.

The unfortunate ship *Glen Calata*, which, as we reported on Thursday, was blown by the typhoon to Kowloon, was yesterday towed back to Yamoi Bay, and will now have, in addition to the repairs necessitated by the late fire, to have her masts and topmasts replaced. Truly, misfortunes never come singly.

A noticeable feature of the late typhoon was the very small rainfall which accompanied it. During the big typhoon of 1894 over ten inches of rain fell, while during the twenty-four hours this low lasted less than two inches was registered. This was probably a fortunate circumstance.

stance for the colony, for if some of the already badly shaken houses had been water-soaked in addition, the casualties would almost undoubtedly have been greater.

The body of the unfortunate master of the schooner *Wachowfoo*, who was drowned under such sad circumstances on Wednesday afternoon off the Blue Buildings, was yesterday afternoon washed up on the fore shore of the Naval Yard. The face was badly bruised and the body showed signs of having been tossed about by the waves. The body was removed to the Government mortuary, where it was later identified by Mr. Sherman, the owner of the schooner. As the circumstances of the death are so well known no inquest will be held, and a burial order was granted this morning by the Coroner, Captain Hastings. The burial took place this afternoon.

The Italian barque *Lothair*, which was towed into harbour last evening by two Chinese launchers, had a rough experience in the typhoon. She was in ballast from Callao, May 16th, with 122 passengers, principally returned Chinese emigrants. All went well until the 29th, when she was in Latitude 21.21 N. and Longitude 114.12 E.—only about 40 miles to the south-east of the Colony. Here she was overtaken by the typhoon, and during one of the strongest gusts, about 6 o'clock, she was thrown on her beam-ends and her ballast shifted. All hands were put to replacing the ballast, but the sea was then running so high that this was found impracticable and it was decided to cut away the masts. This was done, to the great danger of the crew, and all but the foremast and foreyard went by the board. The ship tossed about at the mercy of the waves until, in response to signals, she was taken in tow yesterday morning and brought into harbour just before dark. No one was hurt either among the crew or passengers, which speaks highly for the skill of the master.

## AMUSING FORTUNE-TELLING CASE.

CALCUTTA, June 28th.

James Krappa, thirty-five described as an artist, living at No. 1, St. Mark's Road, Notting Hill, was charged before Mr. Hannay at Marlborough Street police-court on May 26, with pretending and professing to tell fortunes by means of palmistry at Hyde Park, thereby deceiving and imposing on James Sinclair, a carpenter, of 31, Northampton Square, Clerkenwell. Mr. B. Abrahamson defended. Detective-sergeant Baxter, of the A division, stated that, owing to complaints having been received by the police, he, in company with another officer, kept observation in Hyde Park from three o'clock in the afternoon to half-past five on Monday, and saw the prisoner standing on a chair, with the large red banner produced, on which was large hand with the "lines" drawn very clearly. Around him stood a crowd of about forty people, male and female. A man went forward and placed his hand in the prisoner's for examination. The prisoner looked at the hand, and then at the subject's head, and remarked: "You have a good head. You are a mechanic, are you not?" At the same time examining the palm of his hand. The man replied, "I thought you could tell me that." Krappa replied, "No; I don't profess to say what class of mechanic you are. Had you adopted a profession you would have done well. You have travelled a good deal; you are fond of travelling." The subject replied, "I have been as far as Harrow-on-the-Hill" (Laughter). Krappa said, "If you have not already travelled, you will do so. Your line of fortune denotes that at the age of thirty years, you will meet with a reverse in your fortune, and will probably go abroad." The subject replied, "That could not be, as I am forty-five years of age." Krappa said, "I can't tell exactly without mathematical instruments. I can only judge by the lines." Witness spoke to the subject, Sinclair, who left Krappa, Sinclair, before leaving Krappa, paid him something. Witness saw several sixpences given to Krappa, and is, 6d. given in change for a 2s. piece. A female, of the name of Packer, then had her palm examined. Krappa looked at her face, and told her she had a bad temper, was spendthrift, fond of life, and very fond of reading novels; all of which she denied. He said the way she would read would be by looking at the last page of the book to see if there were a marriage, and if there were a wedding she would read the book. She would neglect her husband and allow his dinner to burn, reading the novels instead. (Laughter). She was very cheeky, and from her "line of life" would live to an old age. She replied, "That is very different to what you told me last week. It was quite the reverse." (Laughter). He said, "I thought I knew you by your face and dress. I could have told you more last week." She gave him 6d., and left with the remark, "I have sufficient check for you." Witness spoke to her as she left the crowd. Altogether, about thirty people were examined, the hand being inspected in each case. Some were told they would reach various ages in life, and would hear of the deaths of friends, some of which would not cause them any regret, and some would marry and have large families. (Laughter). Several denials were given to prisoner's statements. About half-past five witness spoke to the prisoner and told him he would have to go to Hyde Park police station, where he would be charged under the Vagrant Act with pretending to tell fortunes by palmistry. He said, "Will you allow me to explain? I claim I do not read fortunes, I read the lines." Prisoner was charged and repeated his statement. He gave his correct address, where he occupied lodgings.

Mr. Abrahamson, in defence, said that he did not think his client had brought himself under the Act of good King George IV., which said that the offence was "if any male craft or device to deceive and impose upon His Majesty's subjects." In George IV.'s time there were so-called wizards and witches and fortunes told by the stars, etc. The members of Parliament at that time, he thought, considered that a Bill should be passed to protect the people, who were not so enlightened as now-a-days. He did not think that anybody had been deceived in this case. The mechanic had confessed that he had had his palm worth of fun, and surely most of us have had some fun in the matter. (Laughter). Nowadays no *filio* or *hazur* was complete without a person—generally a lady—who practised palmistry. (Laughter). All his client was doing was practising a little innocent Bank Holiday fun. He did not say he could tell fortunes; he simply did as all the others did—said he could read character by the lines of the hand.

Mr. Abrahamson, continuing, said that his client would not have done as he did if he had known the Act of good King George IV., and he thought that a caution would meet the justice of the case.

Mr. Hannay said that though the principal witness had not been deceived, there were young and ignorant people in the crowd who would be imposed upon. Though Krappa was an American, and ignorant of the law, he had come very well prepared, having a flag indicating his profession. He would not send him to prison, but impose a substantial penalty. He would have to pay a fine of £100, or in default of distress go to prison for fourteen days. The fine was paid.—*Standard*.

## FORMOSAN AFFAIRS.

MR. J. W. DAVIDSON INTERVIEWED.

Yokohama, July 22nd.

A conversation with Mr. J. W. Davidson, the well-known newspaper correspondent who has spent many months in Formosa (and who, it may be stated, intends leaving Japan for the "Beautiful Isle" about the 25th, with the intention of spending at least a couple of years there, chiefly in the hitherto unknown districts, with the object of collecting materials for a book) has furnished us with some information on the subject of the present trouble.

Mr. Davidson, who is in constant communication with Formosa, expresses the opinion that the rising now being quelled does not even remotely owe its origin to the oppression and misconduct of Japanese officials. When Liu fled to the mainland towards his soldiers who did not escape without towards the interior and maintained themselves in a state more or less of brigandage. As the Japanese area of administration increases, the new owners of the island come into touch with the lawless communities, and as the bandit firmly believes that the full strength of the power which he represents is represented by the corporal's guard that first appears, he usually retreats. Sometimes, too, he is successful in his first onslaught, and then there is a rising. It has been so in other places, at Gilan on the north-east coast, and at Shokwa, and it is so undoubtedly in the present instance near Taiwan—not to be confounded with Taiwan-fu.

But Mr. Davidson admits that in a general way there certainly is cause for the complaint that the inferior Japanese official in many cases most grossly exceeds his powers, and misunderstands and misapplies the regulations, the details of which he has to administer. There are no more liberal and broad-minded men anywhere than the higher officials. For men like Okubo or the two Kabayamas, not to mention many others, he has nothing but praise; even foreigners to whom the new order of things may seem like some after the "good times" of the Chinese occupation, gladly recognize their estimable qualities. Could their subordinates carry out the rules and regulations in the spirit that acquiesces the higher ranks there would be a minimum of friction. But unfortunately Japan did not have a staff of suitable officials ready made when she took over Formosa. She had to send such as were to be had, and though the deficiency is recognized by those in authority, the training of the subordinate official grades in Formosa must in the nature of things proceed slowly. Meanwhile the two main causes of the trouble are people are worried out of them, and needless ill-feeling created by the absurd restrictions of whippersnappers, whose actions if they come before headquarters—which is not often, because of the lack of means of communication—are promptly disapproved by their superiors. These briefly are the views of Mr. Davidson, and they are worthy of some notice, for it may be observed that while he asserts the present rising is not due to mis-government but rather to the natural advance of the machinery of administration, he frankly admits that friction and dissatisfaction result from the unavoidable employment of inexperienced subordinate officials.

It may interest our readers to know that Mr. Davidson intends to make his headquarters at Taihoku (Tientsin), where he says he is almost unknown, and to explore the interior. He will make four expeditions into as many districts, placing himself in each case under the protection of a leading chief and remaining for several months at a time away from civilization. The *Black* states that a rough estimate of the rebels in Formosa places the number at 5,000. As they are ill supplied with ammunition and provisions it is expected the insurrection will be subdued in about two weeks.—*Advertiser*.

## SIR W. BONSER AS CATECHIST.

THE WITNESS INVOKE.

At the Colombo Criminal Sessions, on the 15th July, a scene occurred on Mr. B. Horsburgh, a Police Magistrate, wishing to be affirmed and not sworn in as witness. The witness having been affirmed, the Chief Justice, Sir W. Bonser, asked him if he was a Christian.

Mr. Horsburgh:—Not in the ordinary acceptance of the word.

The C. J.:—Then in the extraordinary acceptance?

Mr. Horsburgh:—No, I have a conscientious objection to be sworn, and I prefer to affirm.

Mr. Crown Counsel Cooke, proceeded to examine the witness, when, after two questions, his Lordship, referring to the subject again, asked Mr. Horsburgh what he meant by "conscientious objection?"

Mr. Horsburgh:—By conscientious, I don't particularly refer to conscientious.

The C. J.:—I don't know what you mean.

Mr. Horsburgh:—My Lord, I have affirmed before this Court before this.

The C. J.:—It does not matter to me if you did. Now that the question has been raised, I must settle it. You are only allowed to affirm if you have a conscientious objection.

Mr. Horsburgh:—My Lord, when a witness enters the box and offers to affirm, he is not generally questioned.

The C. J.:—You are not to question my proceeding. You have to answer my questions.

Mr. Horsburgh:—Yes. I have what I call a conscientious objection.

The C. J.:—How is your conscience affected by it?

Mr. Horsburgh:—If I took an oath it will be binding on me; but the form in which the oath is administered is not a proper binding form to me.

The C. J.:—Why, it is good enough for me; good enough for most people. Some people object to swear because they say Christ had forbidden an oath being taken. It appears to me you have no objection that you think you'd rather be affirmed.

Mr. Horsburgh:—I think my objections are based on more reasonable ground.

The C. J.:—I should wish to hear them. Are you a Christian?

Mr. Horsburgh:—I am not a Christian in the ordinary sense of the word as used in the Oaths Ordinance.

The C. J.:—Are you a Buddhist?

Mr. Horsburgh:—No.

The C. J.:—Are you a Hindu?

Mr. Horsburgh:—No.

The C. J.:—Are you a Mohammedan, or do you belong to any other religion?

Mr. Horsburgh:—No.

The C. J.:—Then, if you are not, it seems to me that the Ordinance requires you should swear unless you have a conscientious objection.

Mr. Horsburgh:—My Lord, I say I have a conscientious objection.

The C. J.:—But what is that conscientious objection you have?

Mr. Horsburgh:—My preference to affirm comes from the conscientious scruples I have about the oath as used.

The C. J.:—But is it of such a nature that you think you will do wrong if you do otherwise?

Mr. Horsburgh:—It is for your Lordship to put a construction on the word.

The C. J.:—Very well, if you are not going to swear I won't take your evidence. (Addressing Mr. Cooke) Will you call the next witness?

Mr. Horsburgh:—If your Lordship rules that way I will swear.

The C. J.:—Yes. The Ordinance is quite clear about this.

Mr. Horsburgh then repeated the usual oath and gave evidence.

The *Strait Times* in its issue of the 23rd July remarks on this "scene" as follows:—We print in another column, a report of a scene in which Sir Winfield Bonser, formerly of the Straits, called on Mr. Horsburgh, a Police Magistrate, to swear. Mr. Horsburgh desired to affirm rather than to swear. In the end, Sir Winfield Bonser called on Mr. Horsburgh to swear. We are not surprised at that. When Mr. Bonser had occasion to argue with people in the Straits, the keen and pointed nature of his arguments, and the remorselessness with which he pushed those arguments, had a tendency to induce people to swear. Possibly, if the truth were fully known, Mr. Horsburgh, in this case, may have sworn in a subdued manner even before he consented to swear openly.

## THE HONGKONG GENERAL CHAMBER OF COMMERCE.

The following correspondence was read at the last meeting of the Committee of the Hongkong Chamber of Commerce:

QUARANTINE AT MANILA.  
Hongkong General Chamber of Commerce,  
26th June, 1896.

Sir,—I am directed by my Committee to beg you to call the attention of His Excellency the Governor to the statement made in one of the local papers to the effect that it is reported the Government of the Philippines have declared as infected the ports of Hongkong, Canton, Amoy, Shanghai, &c., and that vessels arriving therefrom at Manila will be quarantined for fifteen days if there is no disease on board and for twenty days if a case has occurred during the voyage.

Considering that the outbreak of bubonic plague in this colony is markedly on the wane, there having been only 21 cases reported during the past seven days, and the danger of the epidemic, and bearing in mind that the time required for the disease to manifest itself is also days only, the proposal to lengthen the quarantine to fifteen and twenty days respectively is surely unnecessary.

As the continued enforcement of such extended quarantine against this port by the Philippine authorities is most detrimental to trade, my Committee respectfully pray that His Excellency will cause the matter to be laid before the Spanish Consul and request him to communicate to the Government at Manila the fact that cases of plague in Hongkong are now rapidly declining. The time has come therefore for a relaxation of the precautions taken against the disease than for the enforcement of more stringent regulations. I have the honour to be, Sir, your most obedient servant.

R. CHATTEWORTH WILCOX,  
Secretary.  
To Hon. J. H. Stewart Lockhart, Colonial Secretary.

Colonial Secretary's Office,  
1st July, 1896.

Sir,—I am directed to acknowledge the receipt of your letter of the 26th ultimo on the subject of Quarantine Regulations at Manila, and to inform you in reply that a copy of your letter has been sent to the Consul for Spain, who has been requested to represent to the Government of Manila the recent marked abatement of the plague in Hongkong, with a view to the modification or withdrawal of the present stringent regulations. I have the honour to be, Sir, your most obedient servant.

(Signed) J. H. STEWART LOCKHART,  
The Secretary, Chamber of Commerce.

NEW POST OFFICE.  
Hongkong General Chamber of Commerce,  
26th June, 1896.

Sir,—The attention of this Chamber has been called to the great inconvenience frequently entailed on the mercantile community by the delays experienced in the delivery of the mails; and the need for more rapid sorting and despatch (especially of the French mails) is felt very generally by the public at large.

My Committee respectfully suggest, for the consideration of His Excellency the Governor, that the most effective remedy for the present inefficiency of the Postal Service would be the provision of a new Post Office, specially built to fulfil its requirements, and constructed with a view to still larger needs in the future. The existing building, erected some thirty years ago, has for very many years been totally inadequate for the purpose, and should long since have given place to one better adapted for postal purposes.

The Committee understand that it is in contemplation to provide a new Post Office in the proposed block of Government offices to be erected on the new Praya Reclamation; but no time has been fixed for commencing these buildings, the plans even have not been approved, and it seems probable their erection may be deferred indefinitely. My Committee would therefore respectfully urge that if no decision can at present be come to in reference to the other Departmental buildings, the Government will proceed, with as little delay as possible, to the erection of a new Post Office, if need be as a separate building, so that the colony's correspondence may be promptly distributed soon after arrival and not made dependent on the dispatch of the outgoing mails, when the same occurs in close proximity of time.

Trusting that this suggestion may receive early and favourable consideration at the hands of His Excellency the Governor,—I have the honour to be, Sir, your most obedient servant.

R. CHATTEWORTH WILCOX,  
Secretary.  
To Hon. J. H. Stewart Lockhart, Colonial Secretary.

Colonial Secretary's Office,  
8th July, 1896.

Sir,—In reply to your letter of the 20th ultimo, I am directed to state for the information of the Chamber of Commerce that the question of providing a new Post Office, together with other Government buildings, is at present under the consideration of the Secretary of State, and that the Government is in the mean time considering the question of arranging for temporary additional accommodation for the Postal department.—I have the honour to be, Sir, your most obedient servant.

(Signed) J. H. STEWART LOCKHART,  
Colonial Secretary.

The Secretary, Chamber of Commerce.

## SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (*Lightning*) and to-morrow.  
Canadian (*Empress of China*) 3rd inst.  
French (*Saghalien*) 4th inst.  
American (*City of Peking*) 8th inst.  
Tacoma (*Brismar*) 11th inst.

The steamship *Mount Lebanon* which left Yokohama for Portland on the 30th June, delivered her cargo as follows:—Tea in Chicago, on the 20th, Silk in New York on the 30th, Tea in New York on the 30th ult. The steamer left Victoria (B.C.) on the 30th ult. for Yokohama, via Honolulu.

The Canadian Pacific Railway Co.'s steamship *Empress of China* arrived at Shanghai at 6 a.m. to-day, and left again at 3 p.m. the same day for this port, where she is expected to arrive about 9 a.m. on Tuesday next.

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Saghalien*, with the next French mail, left Saigon for this port at 8 p.m. to-day.

The Agents (Messrs. Arnhold, Karberg & Co.) inform us that the "Richmond" Line steamer *Elmrich Richmond* from Middlebrook, Antwerp, and Hamburg, left Singapore this morning for this port, and may be considered due here on or about the 7th inst.

The Canadian Pacific Railway Co.'s steamer *Empress of Japan* left Yokohama for Vancouver on Friday last.

## SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.  
Nankang ..... steamer, from Tientsin.  
Nankang ..... " " Singapore.  
Byodo ..... " " Chiofo.  
Donar ..... " " Singapore.  
Mahlida ..... " " Holhow.  
Halmun ..... " " Swatow.  
Chunshun ..... " " Bangkok.  
Hongkong ..... " " Hongkong.  
Fooking Sui ..... " " Amoy.  
Lothair ..... " " Calcutta.

Aggregating 10,642 tons register.

## DEPARTURES.

Ancona ..... steamer, for Japan.  
Bismarck ..... " " Singapore.  
Asamor ..... " " Kaitchikou.  
Normand ..... " " Siam.  
Chiyoko ..... " " Holhow.  
Phyanang ..... " " Singapore.  
Pyrrhus ..... " " Holhow.  
Ask ..... " " Holhow.  
Aggregating 12,556 tons register.

## HONGKONG AND WHAMPOA DOCK RETURNS.

Flotilla ..... in Kowloon Dock.  
Brand ..... " " " "  
Prograt ..... " " " "  
Actio ..... " " " "  
Klangman ..... " " " "  
Mudif ..... " " " "  
Nanyang ..... " " " "  
Strathallan ..... " " " "  
Kaina ..... " " " "  
Wandering Jew ..... " " " "  
Nanshan ..... " " " "

## PASSED THE CANAL.

OUTWARD.—26th June—Malacca, *Tenah*, 30th June—Palurus, 3rd July—Cebu, *Tosa Maru*, 7th July—Fintashire, *Elizabeth Richmond*, 10th July—Shanghai, 14th July—Aglata, *Glenavon*, *Ghassu*, *Saghalien*, 17th July—Oolong, *Sydney*, *Tenzer*, *Dardanus*, *Leander*, 21st July—Krimmlid, *Agapanthus*, 24th July—Canton, 28th July—Bawotrich, *Ghausa*, 31st July—*Glenavon*, *Yapen*, *Morot*, *Pine*, *Winnipeg*, *Hall*, *Holward*, 1st July—*Coladon*, *Hylon*, 28th July—*Bentley*, *Dordogne*.

## COMMERCIAL NEWS.

## HONGKONG SHARE MARKET.

In his *Weekly Share List* issued at noon to-day Mr. Edith Georg writes:—Business has been a little livelier and rates have ruled steady with little exceptions and in two instances, viz., Banks and Dock shares showing a decided improvement. Hongkong and Shanghai rose to 2 1/2 per cent. prem. on sales, with only a small business done at intermediate rates; at the close the market is very strong with buyers all round at 1 1/2 per cent. prem. the London rate is 1 1/4. The half-yearly meeting will be held on the 15th instant. The report has been issued, and shows a net profit of \$1,470,795.36, which, not taking into account the amount carried forward from last account, is equal to about 11.55 per cent. on the paid up capital, as against 12.01 per cent. for the preceding half-year and 16.34 per cent. for the corresponding half-year in 1895. The directors recommended the transfer of \$150,000 to credit of reserve fund, which will then stand at \$6,000,000, to pay a dividend of 2 1/2 p.c. on the sum of \$2,000,000, and to carry forward to new account the balance of \$3,000,000. Marine insurance shares have ruled 1/2 p.c. and the only transactions I have heard of are a few China Traders at 7 1/2 and 7 3/4, some Yangtzes at 14 1/2 and 14 3/4, which figure the stock close strong.

In "fines" Hongkong dropped to 13 1/2, which rate a fair business has been done, mostly from the north and coast ports; later on 13 1/2 was paid, but at the close I hear of sales at 13 1/2, the stock closing very strong with further buyers at that rate. Chinas have been on offer at 10 1/2 and 10 3/4, both locally and from the north, without leading to business. Hongkong, Canton, and Macao Steamboats ruled very strong and there were buyers now at 12 1/2 ex dividend of 8 per cent. on the reduced capital, paid to-day. The report shows a balance at the credit of profit and loss account (including \$5,000,000 carried forward from last account) of \$143,302.02, and after deducting the dividend, absorbing \$50,000, there remains a balance to be carried forward to new account of \$93,302.02. This is a very good result, and as the present half year has commenced with a still better result may be looked forward to the account to be closed on 31st December, 1896. Indo-China has been done at 11 1/2, closing quiet. Douglases sold in small quantities at 10 1/2. China Sugars have been offering at gradually lower rates, but at 10 1/2 a small parcel found buyers at which rate further shares might be placed. Luzons are obtainable at 26 1/2. Pensions changed hands at 14 1/2 and 14 3/4 for ordinaries and at 15 1/2 for preference shares. The market closes strong and in face of the good prospects held out by Mr. Stanley in his report for the month of June (reproduced by the daily papers of 28th and 30th ult.) in which he reports the finding of a chute of highly mineralized ore, assaying 5 ounces of gold to the ton, the shares ought to improve, but the Hongkong public is very sceptical and prefer to wait for actual results. Japanese sold at 12 1/2. Docks, Wharves, and Godowns—Hongkong and Whampoa Docks have been in good

demand and sales have been effected at 187, 190, 191, and 192 per cent. prem. cash, also at 190 per cent. prem. for 31st instant, closing with buyers at 193 per cent. prem. cash. The report has not yet appeared in print, but I am able to state the particulars. The net profit, after paying all charges &c., amounts to \$160,073.12 (against \$402,713.90 for the preceding half-year) to which has to be added the balance brought forward from last account, \$14,474.30 which gives a total of \$653,547.42, against \$487,974.30 for second half year of 1895. From this has to be deducted \$7,500 for Auditors and Directors' fees, leaving available for appropriation the sum of \$646,047.42. The Directors recommend (subject to audit of the accounts) the payment of a dividend of 8 per cent. and a bonus of 4 per cent. to shareholders, making \$187,500; a bonus of \$300,000 to contribute shareholders; with off \$153,547.42 from properly account; place \$200,000 to reserve (increasing that fund to \$400,000) and carry forward the balance of \$156,050.13 to new account. This has been a record half year, and with every prospect of the business going on steadily in the same way, a regular half-yearly dividend of 12 per cent. is hoped for. Hongkong and Kowloon Wharves sold at 15 1/2, at which rate they are wanted. Wharves are steady at 14 1/



## Intimations.

## NOTA BENE.

A GOOD THING IS WORTH REPEATING!

## CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS &amp; CO., Proprietors,

APOTHECARIES' HALL, 86, Queen's Road Central.

Hongkong, 30th July, 1896.

TWENTY (20) PER CENT.

## SAVING OF FUEL!

HOLDSWORTH'S  
MICA COMPOSITION

FOR

## BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

## C. HOLDSWORTH,

EASTERN MICA WORKS,  
HONGKONG.

Hongkong, 24th June, 1896.

HONGKONG HOTEL,

PRATA, APRIL 7TH 1896.

Certain misleading statements having been put into circulation regarding the relative merits of the BELL'S ASBESTOS NON-CONDUCTING COMPOSITION as compared with a locally-prepared composition, BELL'S ASBESTOS EASTERN AGENCY, LIMITED, deem it necessary, in their own interests, to place AUTHENTICATED testimonials before all whom it may concern.

These testimonials may be seen at the Offices of the Company at any time.

W. JACKSON,

Manager.

P.S.—Bell's Asbestos Non-conducting Composition is now being used by the Public Works Department of Hongkong.

## J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES  
STAMPED ARTICLES

FOR

MILITARY  
EQUIPMENT

Apply to Messrs DODWELL CARLILL &amp; Co., Agents for M. OPPENHEIMER &amp; Co, Paris

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain W. Waddell, will be despatched as above on MONDAY, the 3rd August, at Noon, instead of as previously advertised.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 31st July, 1896. [1186]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR SHANGHAI.

THE Steamship  
"TAIWAN,"

Captain Benton, will be despatched on MONDAY, the 3rd August, at 10 A.M. For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 31st July, 1896. [1204]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR SAIGON.

THE Steamship  
"WUHU,"

Captain Vaughan, will be despatched on TUESDAY, the 4th August, at 10 A.M. For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 31st July, 1896. [1185]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship  
"HAIMUN,"

Captain Bathurst, will be despatched for the above Ports on TUESDAY, the 4th August, at Noon. For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 31st July, 1896. [1208]

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR YOKOHAMA AND KOBE.

THE Steamship  
"TAIYUAN,"

Captain Nelson, will be despatched as above on TUESDAY, the 4th August, at 3 P.M. For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 31st July, 1896. [1163]

OCEAN STEAMSHIP COMPANY.  
FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

THE Company's Steamship  
"PATROCLUS,"

Captain Dickens, will be despatched as above on TUESDAY, the 4th August, at Noon. For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 31st July, 1896. [1206]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship  
"HAITAN,"

Captain Rosch, will be despatched for the above Ports on WEDNESDAY, the 5th August, at Noon. For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 31st July, 1896. [1207]

OCEAN STEAMSHIP COMPANY.  
FOR SANDAKAN AND KUDAT.

THE Steamship  
"MEMNON,"

Captain B. Bruch, will be despatched on THURSDAY, the 6th August, at 4 P.M. For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 31st July, 1896. [1205]

"RICKMERS" REGULAR LINE OF  
STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.  
(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS.)

THE Company's Steamship  
"MARIA RICKMERS,"

Captain E. Berg, will be despatched as above on THURSDAY, the 6th August, at Noon. For Freight, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, 31st July, 1896. [1050]

JAVA, CHINA, JAPAN LINE OF  
STEAMERS.

UNDER MANAGEMENT OF THE  
ROYAL PACKET NAVIGATION COMPANY  
OF NETHERLANDS INDIA

PROPOSED SAILINGS  
(Subject to Alteration.)  
JAVA, HONGKONG, YOKOHAMA, KOBE,  
AMOY, HONGKONG, SINGAPORE,  
JAVA.

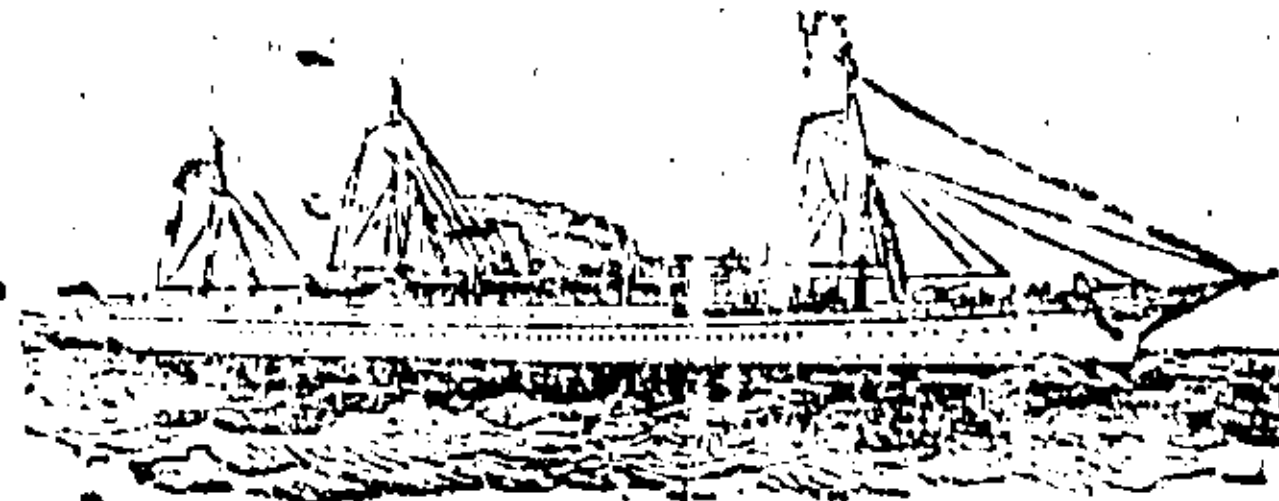
FROM HONGKONG.  
S.S. Federation ..... To JAVA ..... August.  
S.S. Germania ..... To JAVA ..... Sept.  
S.S. Cassius ..... To JAVA ..... October.  
S.S. Geyser ..... To JAVA ..... August.  
S.S. Cassius ..... To JAPAN ..... Sept.  
S.S. Federation ..... To JAPAN ..... October.

General Agents for China & Japan,  
LATTS, WILKINSON & Co.  
Hongkong, 29th July, 1896. [1184]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 12th August.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.  
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 30th September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Piddler's Street.

Hongkong, 22nd July, 1896. [13]

CANADIAN PACIFIC RAILWAY  
COMPANY.FOR PACIFIC COAST, CANADA AND THE  
UNITED STATES.THE Steamship  
"HUPEH"

will be despatched on or about WEDNESDAY, the 5th August, for VICTORIA and VANCOUVER, B.C., via NAGASAKI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Canadian and United States Ports.

For Particulars as to Rates, &c., apply to  
D. E. BROWN,  
General Agent.

Hongkong, 22nd July, 1896. [1165]

OCCIDENTAL & ORIENTAL  
STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gauche (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Saturday, 8th August, at Noon.

Doris (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Tuesday, 25th August, at Noon.

Belle (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... Saturday, 12th Sept., at Noon.

THE Company's Steamship  
"GAELIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 8th August, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent,  
Hongkong, 23rd July, 1896.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN  
ICE-HOUSE ROAD.

Is now in a position, in his New and Commodious Premises, to collect, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1896. [14]

## Mails.

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table.

DOCTOR and STEWARDSSHIP \$350.  
HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM  
HONGKONG.

(SUBJECT TO ALTERATION.)

Braemar ..... 3.50 | Sunday ... | Aug. 16.  
Tacoma ..... 4.50 | Thursday ... | Sept. 3.  
Victoria ..... 3.15 | Monday ... | Sept. 21.  
Olympia ..... 3.60 | Friday ..... | Oct. 9.  
Columbia ..... 3.60 | Tuesday ... | Oct. 27.

THE Steamship  
"BRAEMAR,"

Captain ..... sailing at 4 P.M., on SUNDAY, the 16th August, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to  
DODWELL CARLILL & Co.,  
General Agents.

Hongkong, 1st August, 1896. [4]



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, FLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERAM, GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship  
"MIRZAPUR,"

Captain J. R. Lendrum, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 13th August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 30th July, 1896. [43]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen ..... Tuesday ... | 18th August.  
Bayern ..... Tuesday ... | 15th Sept.  
Prinz Heinrich ..... Tuesday ... | 13th Oct.  
Preussische ..... Tuesday ... | 10th Nov.  
Sachsen ..... Tuesday ... | 8th Dec.  
Bayern ..... Tuesday ... | 5th Jan.  
Prinz Heinrich ..... Tuesday ... | 2nd Feb.  
Preussische ..... Tuesday ... | 2nd March.

ON TUESDAY, the 18th day of August, 1896, at 9 A.M. the Company's Steamship "SACHSEN," Captain H. Bremer, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 15th Aug. Cargo and Specie will be received on board until 5 P.M. on MONDAY, the 17th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than 250 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Litter can be washed on board.

For further Particulars, apply to  
MILCHERS & Co.,  
Agents.

Hongkong, 21st July, 1896. [1199]

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of Victoria, Hongkong.